

CHINA



MAIL.

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HONGKONG, MONDAY, MAY 21, 1877.

日九初月四年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORCH, Ludgate Circus. E. C. BATES, HENDY & Co., 4, Old Jewry. E. C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.
NEW YORK.—ANDREW WIND, 133, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.
CHINA.—SWATOW, QUELON & CAMPBELL, Amoy. WILSON, NICHOLS & Co., Foochow. HEDDER & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WALKER, Manila, C. HEINZELN & Co., Macao. L. A. DA GRAGA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.
RESERVE FUND, \$500,000 Dollars.

COUNCIL OF DIRECTORS.

Chairman.—H. HOPKINS, Esq.
Deputy Chairman.—F. D. SASSON, Esq.
E. R. BEALLES, Esq. WILHELM REINERS, Esq.
H. R. FORBES, Esq. ED. TOBIN, Esq.
HON. W. KESWICK. A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq. Manager.
Shanghai, . . . EVERETT CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " " "
" 12 " 5 " " " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 29, 1876.

For Sale.

APOLLINARIS

NATURAL MINERAL WATER.

APOLLINARIS WATER.—"It is, in our opinion, superior for table purposes to any other mineral water with which we are acquainted. It is strongly effervescent, and forms an exceedingly pleasant and refreshing beverage, either alone or in combination with wine; and it is not, we are informed by an eminent medical friend, liable to that charge which has been so frequently brought against soda and other waters—that they have a depressing effect upon the system. On the contrary, medical testimony is unanimous in favour of the high therapeutic qualities of Apollinaris Water."—*Civil Service Review*.

APOLLINARIS WATER IS CERTAINLY THE QUEEN OF TABLE WATER. It is softer and more refreshing than its only rival Seltzer Water (Nassau Seltzer Brunnen), and is more pleasant to the palate. Over all manufactured Aerated Waters it has an incomparable superiority.

"APOLLINARIS WATER is, moreover, a water of great organic purity, another highly important desideratum, in which artificial Aerated Waters often dangerously fail. Its place seems, therefore, marked as the favoured beverage of the favoured classes who can select their drinking water. Physicians will find it a valuable addition to their resources as a cool and refreshing drink, antacid, and useful in promoting digestion and gastric irritation. Such a water is the sworn enemy of gout, rheumatism, and their congeners."—*London Medical Record*.

APOLLINARIS WATER.—Dr. HERMANN WEBER, F.R.C.P., writes:—"Having largely used it during the last seven years, I have found it of great value as an article of diet in gouty dispositions, in lithic acid diathesis, in tendency to calculi, in some forms of catarrh of the bladder, and in chronic catarrh of the respiratory organs; in the latter, either heated by itself or mixed with hot milk or whey. To many persons the Apollinaris forms an agreeable and useful addition to bitter waters, and a good vehicle for some medicines."—*Brit. Med. Jour.*

PRICES.

CASE OF 50 QUARTS (STONE BOTTLES) \$10
50 PINTS " " " 6 8
CASES, 8 DOZ. SODA WATER BOTTLES \$15

N.B.—Stone Quart = 3 Soda Water Bottles.
" Pint = 1 " "

22 Allowed for the Soda Water Bottles, if Returned.

GEO. SMITH & Co.,
Agents for China and Japan.

NORTON & Co.,
Agents in Hongkong.

May 11, 1877.

For Sale.

NEW BOOKS.

JUST OPENED AND FOR SALE.

NOVELS by Popular Authors.
WORKS of Reference.
EDUCATIONAL WORKS.
SCHOOL BOOKS.
Presentation BOOKS richly illustrated.
SCHOOL PRIZE BOOKS.
Children's TOY BOOKS, &c., &c.
LAMBERT, ATKINSON & Co.
Hongkong, May 10, 1877. my24

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry."
THE ROZEBER & Co.'s CHAMPAGNE, Carte Blanche.
JOHN DUMAX & Co.'s CLARETS and WHITE WINES.
STARBUCK & KENTISH'S PORTS and SHERRIES.
MOULON & Co.'s COGNAC, 1, 2, 3 Stars.
BLANCHY FRERES & Co.'s COGNAC.
JUSTUS LEMBEKE & Co.
Hongkong, April 9, 1877. my9

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.
Apply to
SIEMSEN & Co.
Hongkong, June 22, 1876.

NOTICE.

HONGKONG ICE COMPANY.
ON and after TO-MORROW, 17th May, till further notice, the PRICE of our ICE will be ONE (1) CENT per lb.

FOR SALE.

THE IRON SCREW STEAMER "ALBAY."
HONGKONG, May 16, 1877. my23

THE above Steamer was Built in Glasgow in 1872 by Messrs DOBIE & Co., under special survey of LLOYD'S, and Her MACHINERY and BOILER were made by Messrs JAMES HOWE & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1875, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG AND WHARF DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 1/2 inches.

GROSS TONNAGE.—550 TONS.

CLASS.—Built to Class 100 A at Lloyd's.

RIG.—Brig Rigger.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet).

DRAFT.—Light 9 feet; Loaded 12 1/2 feet.

SPEED.—Eight knots on consumption of 84 to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 80 Horse Power nominal; High Pressure Cylinder 26 inches, and Low Pressure Cylinder 46 inches in diameter. Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11-feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.

Hongkong, March 29, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra Surface CONDENSER and TUBULAR BOILER. Consumption, 2 Tons per 24 Hours.
The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturgis, Manila.
Particulars may be obtained on application to

MORRIS & RAY.

Hongkong, March 29, 1877.

NOW READY.

A CHINESE DICTIONARY in THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo. pp. 202.—By ERNEST JOHN EITZ, Ph.D. Tubingen.

Price: Two Dollars and a Half.
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALKER, Shanghai.

Hongkong, February 8, 1877.

For Sale.

LANDED EX S. S. "SCINDIA," &c.

Mixed PICKLES. White ONIONS. PICCALILLI. CHOW CHOW. Assorted SAUCES. Pickled MEATS. Anchovy PASTE. Yarmouth BLOATERS. Tinned VEGETABLES. Minced MEAT.
Wiltshire Preserved BACON. PAUTE DE FOI GRAS. CHAMPAGIONS. Worcester SAUCE. Kipperd HERRINGS. Pickled HERRINGS. Haddocks. Oxford SAUSAGES. Sausage MEAT. Jugged HARE.
OX TONGUES in Jelly. Corned OX TONGUES. Bologna SAUSAGES. JAMS and JELLIES. Tart FRUITS. Assorted SOUPS. Sausage MEAT. Jugged HARE.

WINE. Saccione's Pale Dry SHERRY. Do. Invalid's PORT. Hunt's PORT. Krug's CHAMPAGNE. Heidsieck's Do. Pommery & Greno's Do. Sparkling & Still HOCK. Do. MOSELLE.
SPIRITS. Hennessy's BRANDY. Courvoisier's Do. La Grande Marque Do. J. & F. COGNAC. S. Boord's "Old Tom." AVH GIN. Old Irish WHISKY. "Royal Glendee" Do.
BEER. Bass' PALE ALE, qts. Do. Do. Guinness' STOUT, qts. Do. Do. "Allsopp," kids. Draught PORTER. Attkin's Falkirk ALE. Combe & Co.'s STOUT.

MacEWEN, FRICKEL & Co.

Hongkong, May 14, 1877. my23

Notices of Firms.

NOTICE.

WE have This Day Opened a Branch of our Firm at AMOY. Mr F. F. LELWELL will Act as our AGENT at that Port.

RUSSELL & Co.

Hongkong, May 1, 1877. je2

NOTICE.

MR. WILHELM CARL ENGELBRECHT VON PUSTAU, Junior, and Mr CONRAD MUNRO DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co.,
Hongkong, Canton, Shanghai.
Hongkong, April 16, 1877. jy16

NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,
Surveyor to Local Offices,
and Lloyd's Register of Shipping,
2, Club Chambers,
Hongkong, March 17, 1877. sel8

NOTICE.

VICTORIA DISPENSARY.
ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-signed.

WML CRUICKSHANK,
Manager.
Hongkong, November 21, 1876.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

WEDNESDAY,
the 30th day of May, 1877, at Noon, on Board,

The Hulk "CHASE," lately used as the Gunpowder Depot, as she now lies in this Harbour, off STONE CUTTERS' ISLAND, with ONE ANCHOR and CHAIN.

TERMS OF SALE.—Cash on the fall of the hammer; and the Vessel to be at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Government Auctioneer.
Hongkong, May 17, 1877. my30

Intimations.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, May 1, 1877. sel

NOTICE.

WE, the Undersigned, beg to inform the Public of Hongkong and Kowloon that the Charter of our Steam-launch OUM SING (plying between Peddar's Wharf and Tsim-sa-shui), by Mr Buxoo, will expire on the 30th Instant, after which date the said launch will ply on the same route on our own account, having no connection whatever with the late Charterer.

The Fare will be as usual until further notice.

WING KEE & Co.,
Praya Central.
Hongkong, April 20, 1877. my30

Shipping.

Steamers.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.
(Calling off the usual Coast Ports to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE" will be despatched as above on TUESDAY, the 22nd Instant, at Noon.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, May 14, 1877. my22

FOR YOKOHAMA.
The British Steamer "TEVIOT" will be despatched as above on TUESDAY Next, the 22nd Instant, at 5 p.m.

For Freight or Passage, apply to
MELOHERS & Co.,
Agents.
Hongkong, May 18, 1877. my22

Sailing Vessels.

FOR SAN FRANCISCO.
The A 1 British Ship "MADURA," STANTON, Master, will load here and will have immediate

despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 18, 1877. my22

FOR NEW YORK.
The A 1 American Ship "THOMAS LORD," HALL, Master, will load here and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 26, 1877.

FOR NEW YORK.
The A 1 American Ship "NEW ERA," SAYEN, Master, will load here and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 27, 1877.

FOR NEW YORK.
The A 1 American Ship "ALBERT RUSSELL," Captain CARVER, will load here and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 20, 1877.

FOR SAN FRANCISCO.
The A 1 American Bark "ROSETTA McNEILL," Brown, Master, will load here and will have immediate despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 14, 1877.

FOR LONDON.
The A 1 British Ship "JALLA ROOKH," HENDER, Master, will load here and have quick despatch.

For Freight, apply to
MEYER & Co.
Hongkong, April 23, 1877.

FOR LONDON.
The A 1 British Clipper Ship "LEUCADIA," MEARNS, Master, will load here and have quick despatch.

For Freight, apply to
MEYER & Co.
Hongkong, April 20, 1877.

FOR MELBOURNE & SYDNEY.
The A 1 British Bark "NOVELTY," Captain COLLIVET, having the greater portion of her Cargo engaged, will have quick despatch as above.

For Freight or Passage, apply to
ROZARIO & Co.
Hongkong, May 10, 1877.

FOR SYDNEY & MELBOURNE.
The A 1 American Bark "HELENA," Captain SNOW, having most of her Cargo engaged, will have quick despatch as above.

For Freight, apply to
RUSSELL & Co.
Hongkong, May 10, 1877. je10

Shipping.

Sailing Vessels.

FOR LONDON.
The A 1 Clipper Ship "NYASSA," GARRICK, Master, will have quick despatch as above.

For Freight, apply to
WM. PUSTAU & Co.,
Agents.
Hongkong, April 11, 1877.

Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMER TEVIOT, FROM LONDON, PENANG AND SINGAPORE.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risk, into the Godowns of Mr A. McG. HEATON, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so. Optional Cargo will be forwarded on, unless notice to the contrary be given before 12 o'clock To-morrow, the 19th Inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 26th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

MELOHERS & Co.,
Agents.
Hongkong, May 18, 1877. my22

STEAMSHIP SCINDIA, FROM LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified, that the Cargo will be landed and stored at their risk into the Godowns of the Undersigned (the Hongkong Wharf and Godowns, Wanchi), whence and from the Wharf or Boats delivery may be obtained.

Goods remaining in store after the 21st Instant will be subject to rent. Optional Cargo will be sent on, unless notice to the contrary be received before 2 p.m. To-day.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

MEYER & Co.,
Agents.
Hongkong, May 14, 1877. my23

NOTICE TO CONSIGNEES.

THE BRITISH SHIP CARRICKS, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.
Hongkong, May 10, 1877.

NOTICE TO CONSIGNEES.

GERMAN BARQUE IRIS, FROM HAMBURG.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, May 19, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ROSINA, American 3-m. schooner, Capt. O. W. Hansen.—Arnhold, Karberg & Co.

ROSETTA McNEILL, American barque, Captain Brown.—Vogel, Hagedorn & Co.

NYASSA, British ship, Captain W. S. Garrick.—Douglas Lapraik & Co.

TULLOCHGROVE, British 3-m. schooner, Captain Mason.—Wieler & Co.

HANNAH LAW, British ship, Captain R. Greig.—P. & O. S. N. Co.

VERBA, German barque, Captain R. Dirks.—Melchers & Co.

HANNAH & MARY, British barque, Capt. A. Smith.—Order.

TWENTYSIX L. SWART, American barque, Captain Wm. Griffin.—Meyer & Co.

Intimations.

COMMENCING with the "GVALIOR" leaving Hongkong on the 2nd June, and until further notice, the Company's Mail Steamers from China will proceed to London via Suez Canal, calling at Southampton to land Passengers and Mails.

ADAM LIND,
Superintendent.

Hongkong, May 14, 1877. je8

To-day's Advertisements.

FOR SHANGHAI.

The Steamship "CHINKIANG," S. Orr, Master, will be despatched for the above Port TO-MORROW, the 22nd instant, at 10 a.m.

For Freight or Passage, apply to
SIEMSEN & Co.

Hongkong, May 21, 1877. my22

FOR AMOY.

The Departure of the S. S. "ESMERALDA" for the above Port is postponed until TO-MORROW, the 22nd instant, at 10 a.m.

For Freight or Passage, apply to
A. MACG. HEATON,
Agent.

Hongkong, May 21, 1877. my22

NOTICE.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLGA," Captain ROLLAND, will be despatched for YOKOHAMA on WEDNESDAY, the 23rd instant, at Daylight.

H. DU POUY,
Agent.

Hongkong, May 21, 1877. my23

FOR SWATOW, AMOY & FOCHOW.

The Steamship "NAMO," Capt. PUNCHARD, will be despatched for the above Ports on FRIDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.

Hongkong, May 21, 1877. my26

COMPAGNIE DES MESSEGERIES MARITIMES.

S. S. VOLGA.

NOTICE.

CONSIGNEES of Cargo per S. S. "Volga," from London, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before MONDAY, the 21st May, at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersecretary.

Goods remaining unclaimed after SATURDAY, the 26th May, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUY,
Agent.

Hongkong, May 20, 1877. my26

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. KASHGAR.

CONSIGNEES of Cargo by the above-named Vessel, from Bombay and Intermediate Ports, and in connection with the "BOKHARA" and "THEBET" from London, and "PESHAWUR" from Calcutta, are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 26th instant will be subject to rent.

Optional Cargo for Shanghai will be forwarded on by following Steamer unless applied for by the Consignees before Noon TO-morrow.

ADAM LIND,
Superintendent.

Hongkong, May 20, 1877. my27

BARQUE CHINAMAN, FROM LONDON.

THIS Vessel having arrived, Consignees of Cargo are requested to send in their Bills of Lading to the Undersecretary for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAFRAIK & Co.,
Agents.

Hongkong, May 21, 1877.

THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOCHOW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in LONDON, or at the principal Ports of INDIA and the East.

BIRLEY & Co.,
Agents.

Hongkong, May 21, 1877. au22

SHIPPING.

ARRIVALS.

May 20, Kashgar, British steamer, 1514, E. P. Baker, Bombay Apr. 30, Galle May 1, Penang 11, and Singapore 14, Mails and General P. & O. S. N. Co.

May 20, Volga, French steamer, 1063, R. Rolland, London March 31, Gibraltar April 6, via port of call and Singapore May 14, General P. & O. S. N. Co.

ARRIVALS.

May 20, Esmeralda, British steamer, 395, E. Thebaud, Manila May 5, General—A. MACG. HEATON.

May 20, Ling Feng, Chinese gunboat, J. Farrow, from Shanghai via Wenchow, Amoy, and Swatow.

May 20, Yangtze, British steamer, 783, E. Schultze, Swatow May 19, Sugar—SIEMSEN & Co.

May 20, E. von Beaulieu, German barque, 335, W. Schneider, Chefoo May 3, General—EDWARD SCHELLHASS & Co.

May 20, Chinkiang, British steamer, from Canton.

May 20, Hongkong, German three-masted schooner, 220, Carl Oom, Newchwang May 2, Beans—ARNHOLD, KARBURG & Co.

May 21, Fuyue, Chinese steamer, 920, A. Croad, Shanghai May 17, General—O. M. S. N. Co.

May 21, Flinthire, British steamer, 1243, Thomas, Saigon May 16, Rice—A. MACG. HEATON.

May 21, Danube, British steamer, 561, Clanchy, Bangkok May 16, General—JAMES HAT HONG.

May 21, Glamis, British barque, 1150, John Roy, Brisbane April 15, Coal—VOGEL, HAGEDORN & Co.

May 21, Rosa Böttcher, German barque, 398, J. H. Schultze, Bangkok April 21, Rice and Teakwood—WM. PUSTAU & Co.

May 21, Canaan, British ship, 840, J. Manson, Cardiff Jan. 3, Coal—ORDER.

May 21, Chinaman, British barque, 690, McKenzie, London Dec. 18, General—DOUGLAS LAFRAIK & Co.

May 21, Caura, German barque, 689, G. A. Turner, Hamburg Dec. 15, General—WM. PUSTAU & Co.

DEPARTURES.

May 20, Channel Queen, for Amoy.

20, Hwai Yuen, for Swatow.

20, Killarney, for Swatow.

20, Emma, for Whampoa.

20, Macgregor, for Saigon.

20, Woodlark, for Swatow.

20, Charité, for Saigon.

20, Gungo, for Saigon.

21, Gustav Adolph, for Tientsin.

21, Eudoxie Adolphine, for Chefoo.

21, Douglas, for Coast Ports.

CLEARED.

Albay, for Amoy.

Cairns, for Hankow.

Ghosh, for Canton.

Aurora, for Bangkok.

Golden Horn, for Saigon.

PASSENGERS.

ARRIVED.

Per Kashgar, for Hongkong: from Southampton, Mr. and Mrs. Blanchard, and Fleet Surgeon Drew; from Venice, Mr. and Mrs. Odell, and Mr. Sarit; from Brindisi, Messrs. C. H. Sanderson and H. W. Sanderson; from Gibraltar, Mr. A. A. Olerio; from Bombay, Messrs. Roussin, Shurra-fally, Laljee and Munjee; from Galle, Mr. Dalmage; from Penang, 95 Chinese; from Singapore, Mr. A. Anson, and 35 Chinese; for Shanghai: from Southampton, Mr. and Mrs. Gilmour, 2 children and amah, and Mr. Wakeley.

Per Esmeralda, from Manila, Messrs. R. D. Tucker, A. Coates, D. A. Smith, W. Johnstone, F. Worthington, and R. Mounre, 1 European deck and 200 Chinese.

Per Ling Feng, from Swatow, Mr. Hart, Inspector-General of Customs and Staff.

Per Fuyue, from Shanghai, Captain Shepperd (U. S. Army) and 160 Chinese.

Per Yangtze, from Swatow, 21 Chinese.

Per E. von Beaulieu, from Chefoo, 2 Chinese.

Per Flinthire, from Saigon, 2 European deck and 27 Chinese.

Per Danube, from Bangkok, 112 Chinese.

SHIPPING REPORTS.

The British steamer Esmeralda reports: Fine weather throughout the passage.

The Chinese steamer Fuyue reports: Northerly wind and fine weather to Tientsin, from there to port variable winds and heavy rain.

The German barque Esmeralda reports: Left 17th with steam lighter Pampanga in tow. On May 18th, in Lat. 16° N., Long. 118° 45' E. was obliged to abandon her, she being half full of water and unmanageable. First part light Southerly winds and fine weather, latter part S.W. and N.E. winds with terrific thunder and lightning.

The British steamer Flinthire, from Saigon, reports: S.E. winds to Cape Padaran, S.W. monsoon to lat. 20° N., and thence to port strong N.E. winds with heavy rain.

The British steamer Danube reports: Moderate winds and fine weather to 20° North, then strong Northerly and N.E. winds with rain, to port.

The British ship Canaan, from Cardiff, reports: light variable winds and calm, with a strong S.W. current, since passing through the Gaspar Strait strong E., N.E. wind and cloudy with very vivid lightning for the last two days and nights.

The British barque Chinaman reports: Left London December 18th 1876, Gravesend 20th, Downs the 23rd; had then a succession of strong winds S.E. to N.E. to the Land's End; Dec. 20th experienced a succession of heavy westerly gales and very high seas to Cape Finisterre—ship laboured and straining in a very serious manner; blowing a complete tempest at times with a frightful sea running, the rigging fore and aft becoming quite slack from the violent rolling, and we fully expected the masts would go over the side. A very heavy sea struck the ship forward, carrying away the bowsprit lanyard, sprung the bowsprit and stove in the bulwark. Bad variable winds mostly from S.E. till January 28th, then in Lat. 19° N., Long. 27° 15' W. got fresh N.E. trades to Lat. 4° N., Long. 25° W., crossed the Equator, February 4th, in Long. 29° W. and then had S.E. trades to Lat. 21° S., Long. 28° W. after which moderate winds W. to N.W. to the Meridian of Greenwich. Feb. 23rd crossed the Meridian of the Cape. March 5th had moderate and light winds, and very fine weather running down easting; sighted Amsterdam Island March 25th, had light variable winds and calms to 32° S. and a succession of fresh Northerly winds to Lat. 26° South and Long. 103° E. Reached Java Head April 6th, passed the Windhover bound to Singapore and the Canaan for Hongkong, was then 8 days to anchor with light westerly winds, and strong current sitting to the S.W., passed Anjer April 14th. Entered Gaspar Straits April 17th, had then a succession of calms and light easterly airs to St. James May 6th, and had light winds and calms up the China Sea to arrival.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SWATOW.—

Per NORRA, at 9 30 a.m. To-morrow, the 22nd inst.

For AMOY.—

Per ESMERALDA, at 9 30 a.m. To-morrow, the 22nd inst., instead of as previously notified.

Per ALBAY, at 10 30 a.m. To-morrow, the 22nd inst., instead of as previously notified.

For SHANGHAI.—

Per CHINKIANG, at 9 30 a.m. To-morrow, the 22nd inst.

Per KASHGAR, at 3 p.m. To-morrow, the 22nd inst. Late letters received from 3.10 to 3.30.

For YOKOHAMA.—

Per MALACA, at 9 30 a.m. To-morrow, the 22nd inst.

Per VOLGA, at 5 p.m. To-morrow, the 22nd inst.

For HAIPHONG.—

Per Ship GUSTAV & MARIE, at 3 30 p.m., on Tuesday, the 22nd inst.

For YOKOHAMA.—

Per TEVIOT, at 4 30 p.m., on Tuesday, the 22nd inst.

For SAIGON.—

Per GOLDEN HORN, at 4 p.m. To-morrow, the 22nd inst.

For BANGKOK.—

Per ADRIA, at 3 30 p.m., on Wednesday, the 23rd inst.

For MANILA.—

Per H. C. M. S. S. MARQUES DEL DOURO, is postponed till further notice.

MAILS BY THE TORRES STRAITS PACKET.

The Australian Contract Packet BRISBANE, will be despatched from Hongkong on TUESDAY, the 22nd inst., with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be Registered after 11.15 a.m.

The Mails will be closed at 11 a.m.

Correspondence for New Zealand must be specially directed via Torres Straits, or it will be sent via Galle.

Correspondence for Southern Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

Hongkong, May 14, 1877. my22

MAILS BY THE FRENCH PACKET.

The French Contract Packet MEUKONG, will be despatched from Hongkong on SATURDAY, the 26th instant, with Mails to and through the United Kingdom and Europe, via Mauritius; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Friday, May 25th.—

5 p.m. Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, May 26th.—

7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Registry of Letters ceases.

11 a.m. Post Office closes except for Late Letters.

11.10 a.m. Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m. when the Post Office Closes entirely.

Hongkong, May 12, 1877. my26

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet OCEANIC will be despatched on MONDAY, the 28th instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence for Japan or the United States only may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Hongkong, May 15, 1877. my28

General Memoranda.

WEDNESDAY, May 23.—

Daylight.—Volga leaves for Yokohama.

FRIDAY, May 25.—

Daylight.—Namo leaves for Coast Ports.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

SATURDAY, May 26.—

Noon.—French Mail leaves for Ports of Call and Europe.

Goods per Teviot undelivered after this date subject to rent.

Goods per Volga undelivered after Noon, subject to rent and landing charges.

Goods per Kashgar undelivered after this date subject to rent.

MONDAY, May 28.—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

WEDNESDAY, May 30.—

Noon.—Sale of Bulk Chass, &c., on board, off Stone Cutters' Island.

MEMOS. FOR TO-MORROW.

Shipping.

10 a.m.—Chinkiang leaves for Shanghai.

10 a.m.—Esmeralda leaves for Amoy.

Noon.—Brisbane leaves for Singapore, Brisbane, Sydney and Melbourne.

3 p.m.—Teviot leaves for Yokohama.

8 p.m.—Meeting of Victoria Lodge.

Adria leaves for Bangkok.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS
OF
DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.
MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.
The Manufactory is under direct and continuous European Supervision.
Hongkong, June 1, 1876.

MARRIAGE.

On the 3rd April, at St. Mary Magdalene, Stoke Bishop, Bristol, HERBERT J. ALLEN, of H. M.'s Consular Service in China, to MARY C., Daughter of the late Mr. William J. Goodeve, of Olifton, Bristol.

DEATH.

On the 4th April, at 62, St. John's-park, Upper Holloway, WALTER SCOTT RUSSELL, of the Hongkong and Shanghai Banking Corporation, aged 42.

The publication of this issue commenced at 6.55 p.m.

THE CHINA MAIL.

HONGKONG, MONDAY, MAY 21, 1877.

OUR London correspondent throws out a hint, which might, perhaps, be acted upon with some benefit to the Colony. Shanghai, it seems, has the glory of setting on foot the first recognised public scientific institution in China. The "Polytechnic," started some two years back, seems likely to become a success; and some valuable optical instruments, which it appears formed the basis of a lecture as entertaining as amusing, have been exhibited at the Institution bearing the same name in London, and will shortly arrive out at Shanghai. While congratulating our friends there upon this result of their endeavours, we cannot but feel some little regret that Hongkong should be behind Shanghai in this matter. At the same time we may without injustice claim that in one sense we deserve the credit of being pioneers of scientific lectures in China; as for some years past Chemistry classes, at which interesting experiments were exhibited, have been going on under Mr. Stewart at the Government Central Schools; and quite recently orders have been sent Home for models and apparatus to the value of nearly \$5,000, which will be exhibited in the Museum for the benefit of the Chinese, among whom the sum in question has been chiefly raised. But what ought perhaps to be established in a Colony like this is some public Institution, where popular scientific lectures could from time to time be delivered. We believe there is quite enough talent in Hongkong to provide good papers and lectures. It would not be necessary that the lectures should always be of an intensely heavy and learned character. They might often be of an elementary description, and would be no doubt attractive, if accompanied by a few well-selected experiments and illustrations. In the two fields of Chemistry and Optics much could be done, and other branches of science could from time to time be introduced, such for instance as mechanics, natural history, &c. A few good steam models and a few instruments to illustrate mechanical phenomena and the like would not be a matter of very great expense, and they would afford a means of at once interesting the foreign residents and awakening a taste among the natives for foreign science, of which they are necessarily at present ignorant.

It will be remembered that a serious riot occurred at Singapore a few months ago through the authorities having made an effort to take the correspondence of the Chinese immigrants with their friends in China from the hands of private individuals in the Settlements, and bring it under official control by the establishment of Chinese post offices in the Colony. Incited by certain of their countrymen who then monopolised this postal business, a Chinese mob sacked one of the new post offices, severely handled Police Superintendent Maxwell, and attacked a police station. The rioters were then fired on by the police, and four of their number having been killed and three wounded, the crowd dispersed. There is no doubt whatever that the establishment of these offices would confer considerable benefits upon the Chinese community, and at the same time contribute to the revenue of the Colony if the people for whom they are intended would only take advantage of them. This, however, they do not appear to be able to do to the extent desired. The Postmaster General of the Settlements, in his report for the year 1876, issued on the 17th April last, says that the efforts of the Government in the matter have not been attended with complete success. "Nevertheless," he adds, "I am of opinion that if we went a little further and suppressed what are termed private Post Offices here—that is, shops which receive, collect, and forward as goods to China, letters written by the lower order of

Chinese—the arrangement of a Government Chinese Post Office would turn out not only a boon to those for whose benefit it was started, but would be a source of considerable revenue to the Colony, with this additional advantage, that it would be a revenue which could be easily collected, and could be in no way oppressive or burdensome on those who had to contribute towards it. There are, however, different opinions on this point, but I cannot refrain from recording my own, that if the scheme mapped out was properly worked, I do not yet despair of seeing the Chinese so educated as to prefer a Government Post Office to a private receiving shop." We say nothing against "John" being permitted to carry his chop-sticks and "joss-pidgin" into a foreign Colony, but his assumption of the right to set up his own postal arrangements does seem to be a rather just cause for complaint. Postal matters are usually held to be the special concern of the Government, and if only to teach the Chinaman that the administration of a country can manage a postal business better than a private individual, it would be very desirable to carry out the suggestions of the Postmaster General of the Settlements. Our Postmaster General (Mr. Lister), however, in his report for last year, pointed out several important difficulties in the way of the working of these post offices. We give his remarks in *extenso*, as they have a direct bearing upon the question, and are very interesting in themselves:—

Some difficulty is caused by the necessity for providing for Chinese remittances. The confusion likely to be caused by Chinese names, and the various ways of anglicising them, may be prevented by a very simple expedient. But a more serious impediment, especially with regard to the Straits Settlements, is the fact that many of the payees of the money orders would reside in the interior of China, quite out of reach of any of the agencies of this office. This is a point which should be taken into account by those who think that sweeping measures ought to be brought to bear on Chinese correspondence. No doubt many systematic evasions of postal law are practised by Chinese, but some of them at least arise from the fact that the Chinaman can do for himself, easily, cheaply, and safely, what the British post-office cannot do for him at all.

When the *Singapore* was wrecked in 1874, a large number of Chinese money letters were removed from her and handed to this department. They were all for villages beyond Amoy, to which port they were sent. But neither by advertising nor by any other of the means employed was one of these letters delivered. After lying at Amoy for some time, and being advertised in Chinese here, they were all returned to Singapore.

If the Chinese generally were inclined to ask for Government aid in disposing of their correspondence, and to complain of their own existing arrangements, there would be very good reason for interfering with them. But probably the only Chinese dissatisfied with native postal facilities are those who see their way to making a large profit out of a monopoly, and it must be remembered that representations as to the insecurity of the Chinese post are generally coloured to suit the interested views of these people.

On the great trade routes where Chinese are pushing their way, as for instance between Hongkong and San Francisco or between Hongkong and Australia, there is an increasing tendency to use the Foreign Post Office, as Western business habits become more and more adopted.

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."] (Via Southern Route.)

THE WAR.

London, May 18, 1877.

The news that a Russian Division has entered the Dobrujscha is entirely unfounded.

A Turkish official despatch announces that the Circassians have revolted and captured Sukhum Kaleh.

The Russian fleet has sailed from America, leaving with sealed orders.

LOCAL AND GENERAL.

THE O. & C. S. S. Oceanic has gone to Aberdeen Dock.

News from Canton states that the water has further advanced, so that even some parts of the Old City are flooded.

We are requested to state that no correspondence will in future be sent or received via Trieste, the small mails which have hitherto been exchanged by that route being now forwarded via Brindisi.

The maximum temperature at the Harbour Master's Office during the last week was 86.5 and the minimum 71.5; at the Peak the maximum was 75.0 and the minimum 65.8. The rainfall was 1.77 inch.

The *Straits Times* version of the first telegram concerning the Battle of Batolim is as follows:—"London, May 13.—Turkish Official Despatches state that the Russian Army Corps made an unsuccessful attack on the entrenchments near Batolim, being defeated with a loss of 4,000 men."

We are sorry to have to record the death of the Sea Otter which was caught off Jardine's Slip. It was quite lively on Saturday and preparations were being made at the Sugar Refinery, to provide it with a suitable tank; its sudden demise, however, has rendered this quite unnecessary, but the City Hall Curator will no doubt be glad to attend to the "further proceedings."

Mr. Robert Hart, Inspector General of the Foreign Department of the Chinese Maritime Customs, arrived here yesterday in the *Ling Feng*. Mr. Hart, who is accompanied by Messrs. Cartwright and Ohlmer, is now on a tour of inspection, and will leave for the new port of Pakhoi to-morrow.

NEXT Thursday, being the Birthday of H. M. The Queen, a solemn *Te Deum* will be performed at the Roman Catholic Cathedral, at 8 o'clock a.m. As an expression of loyalty on the part of our fellow-residents of the Roman Catholic denomination, we regard this as a graceful tribute to Her most Gracious Majesty, and to her Representative in Hongkong.

THE Band of the 93rd Regiment will perform the following programme to-morrow evening at 8.30 p.m.:—

March,.....Royal Birthday.....Hunt.
Overture,.....La Dame Blanche.....Boeldieu.
Selection,.....Fra Diavolo.....Auber.
Valse,.....Entre Nous.....Waldteufel.
Selection,.....Faust.....Gounod.
Coro e Caucione,.....Il Trovatore.....Verdi.
Troop,.....Martha.....Hunt.

It is notified in the Government Gazette of Saturday that H. E. the Lieutenant-Governor has appointed Mr. C. F. A. Sangster to act as Deputy-Registrar of the Supreme Court and Registrar of Companies during the absence on vacation leave of Mr. F. S. Hufham;—also that His Excellency has been pleased to direct that Her Majesty's Birthday shall be kept in this Colony on Thursday, the 24th May.

JUDGING from the telegrams sent out here, the reports in circulation at Home respecting the war must be of an exceedingly vague and unreliable character, for if on one day we get news of a Russian or Turkish success, we almost as surely on the next get a contradiction of it. The news of the revolt of the Circassians, if true, is very important. The Circassians, under Solhamy, successfully resisted Russian efforts for their subjection for upwards of 30 years.

An Inquest was opened this afternoon by Mr. Russell, Coroner, with Messrs W. Rathbone, A. Morrison, and J. Hind, as Jury, on the body of a boy named Robert Kerr, aged 3 years, the son of a private in the Royal Artillery. The deceased was playing about in the Artillery Barracks, when he accidentally fell into the water. A boatman was in custody on a charge of manslaughter, inasmuch as it is supposed that he killed the boy in his attempt to pick him up by sticking the boat hook into his back. The inquest was adjourned till 4 p.m. to-morrow, at the Magistracy.

WE (*N. O. D. News*) understand that Liu Si-hung, the official who accompanied H. K. Kwok Sung-tao to Great Britain in the capacity of "Assistant Minister," whatever that mysterious rank may be, has been appointed Envoy to Germany—a promotion which will put an end to what must have been found a very inconvenient "dualism" in the mission to London.

ACCORDING to the Brisbane *Telegraph* of the 6th April, a limited liability company has been formed in Brisbane to float and save the E. & A. Co.'s wrecked steamer *Singapore*, with a capital of \$5,000 in 20 shares of \$250 each. The hull and machinery of the *Singapore* is estimated to be worth \$40,000, and the latest news from Mackay is that the steamer remains without alteration on the place on which she struck. The wreck realised at auction only £355.

AMONG other items of news from Australia by the E. & A. Co.'s steamer *Brisbane* is the noteworthy fact that the ship *N. Boynton*, Captain Blanchard, left New York in the beginning of February, with ninety-nine steerage passengers, all well-to-do artisans, labourers, and mechanics, and all emigrating on account of "hard times" from the United States, to Sydney, New South Wales, where wages are higher and living cheaper than in the United States. On the 1st March, a later ship of the *N. Boynton*, the *Star*, was to leave New York with another batch of emigrants in search of Australian bread and butter. The New York papers are much excited about this "singular anomaly of the Star of Empire doubling on its track, and blazing towards the East."—*Straits Times*.

(*L. & C. Express*, April 16th.)

Latest Mail Advice.—Yokohama Feb. 27, Shanghai Feb. 23, Fochow Feb. 23, Hongkong March 1. The P. and O. mail, via Brindisi, with the advices dated as above, from China and the Straits Settlements, and the Japan mail, via San Francisco, per Pacific Mail Company's steamer *City of Peking*, were both delivered on the 6th inst. The next inward (French) mail, from Yokohama 27th Feb, Shanghai 2nd, Hongkong 6th, Singapore 15th March, left Suez on the 6th inst., and will probably reach London on its due date, the 16th instant.

Falmouth, April 11.—The *Wigton*, from London, for Shanghai, which put in here with master (Leggett) sick, has sailed.

The export of silver from Southampton, to China, and the Straits Settlements is as follows:—

Year.	China.	Straits.
1874	£1,688,855	21,484,551
1875	723,894	870,120
1876	1,278,787	758,401
1877 to date	589,599	427,499

SUPPLEMENT TO THE CHINA MAIL.

HONGKONG, MONDAY, 21st MAY, 1877.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Adria	2 h	Breeze	Brit. str.	781	May 13	P. & O. S. N. Co.	Bangkok	23rd inst.
Albay	...	Lopez	Span. str.	480	May 10	Chinese	Amoy	Overtan Dock
Benarty	4 h	Potter	Brit. str.	1120	May 16	Gibb, Livingston & Co.	Australian Ports	To-morrow
Briehane	4 h	Ellis	Brit. str.	891	May 17	Gibb, Livingston & Co.	Hankow	at daylight
Cairnsmuir	4 c	Spewart	Brit. str.	1120	May 8	Holliday, Wise & Co.	Singapore and Penang	Sands' Ship
Cheang Hock Kian	...	Webb	Brit. str.	956	May 10	Soon Cheong & Co.	Shanghai	To-morrow
Chinkiang	5 c	Orr	Brit. str.	789	May 18	Douglas Lapraik & Co.	Coast Ports	To-day
Douglas	5 h	Fitzman	Brit. str.	841	May 20	A. McG. Boston	Amoy	To-morrow
Esmeralda	5 h	Theband	Brit. str.	920	May 21	O. M. S. N. Co.	Canton	To-day
Fuyew	4 h	Orad	Brit. str.	1034	May 9	Wm. Pustau & Co.	Saigon	Cleared
Golden Horn	2 h	Alton	Brit. str.	1514	May 20	P. & O. S. N. Co.	Shanghai	To-morrow
Kaahger	2 h	Baker	Brit. str.	1046	May 15	P. & O. S. N. Co.	Yokohama	To-morrow
Malacca	5 c	Edmond	Brit. str.	606	May 19	Kwok Acheong	Swatow	To-morrow
Norna	2 h	Walker	Brit. str.	971	May 19	Jardine, Matheson & Co.	Poochow	
Oceanic	5 h	Jaques	Brit. str.	3707	May 18	O. & O. S. S. Co.	Yama & San Francisco	Mails, 28th
Oceanic	4 h	Raeall	Brit. str.	1282	May 18	Melchers & Co.	Yokohama	To-morrow
Tevlot	5 h	Nisbet	Brit. str.	1577	May 17	Landstein & Co.	Yokohama	23d, daylight
Thingvalla	5 h	Rolland	Brit. str.	1063	May 19	Messageries Maritimes	Haiphong	
Volga	5 h	Hunter	Brit. str.	285	May 19	Landstein & Co.	Saigon	To-day
Washi	4 h	Schultze	Brit. str.	783	May 20	Siemens & Co.		Repairing
Yangtze	2 h	.....	Brit. str.	324	June 9	Kwok Acheong		
Yotung	2 h	.....	Brit. str.	324	June 9	Kwok Acheong		
Sailing Vessels								
Adela	4 c	Beattie	Brit. bge.	354	May 8	Eduard Schellhass & Co.	New York	
Albert Russell	3 c	Carver	Amer. bge.	762	April 13	Vogel, Hagedorn & Co.	Cebu	
Alphington	4 c	Cunningham	Brit. bge.	326	May 10	Wieler & Co.		
America	2 h	Holdt	Ger. sh.	1219	May 1	Siemens & Co.		
Anna	4 h	Lessen	Ger. bge.	447	May 17	Wm. Pustau & Co.		
Auguste	4 h	Thomsen	Brit. 3m. so.	210	May 17	Meyer & Co.		
Aurora	3 c	Milne	Brit. bge.	295	May 3	Chinese	Bangkok	Cleared
Bontia	4 c	Steter	Ger. 3m. so.	346	May 8	Eduard Schellhass & Co.		
Canton	4 h	Orantz	Ger. bge.	373	May 9	Siemens & Co.		
Caricks	8 h	Carr	Brit. bge.	916	May 10	Meyer & Co.		Wanchai Pier
Ceres	4 h	Specht	Ger. bge.	420	May 6	Wm. Pustau & Co.		
Cheng Soon	2 h	Cheng Sang	Siam. sch.	200	April 30	Chinese		
Deutchland	4 c	Thomson	Ger. bge.	269	May 6	Arnhold, Karberg & Co.		
E. von Beaulieu	4 c	Schneider	Ger. bge.	335	May 20	Eduard Schellhass & Co.		
Ellen Rickmers	4 c	Weydomann	Ger. bge.	307	April 28	Melchers & Co.	New York	
Esmeralda	4 h	Hansen	Ger. bge.	787	May 10	Order		
Eudoxie Adolphe	4 c	Valot	Fch. bg.	254	May 15	Carlowitz & Co.	Chetoo	Cleared
Fabius	2 h	Stolze	Siam. sh.	635	April 28	Kin-tye-loong		
Fleetwing	3 c	Guest	Amer. sh.	829	May 7	Vogel, Hagedorn & Co.		
Gustav	3 c	Sorensen	Ger. bg.	227	May 16	Eduard Schellhass & Co.	Haiphong	
Gustav & Marie	4 c	Doose	Ger. sh.	345	May 6	Arnhold, Karberg & Co.	London	
Hannah & Mary	3 c	Smith	Brit. bge.	366	May 8	Arnhold, Karberg & Co.	London	K'loong Dock
Hannah Law	3 c	Graig	Brit. sh.	1299	April 28	P. & O. S. N. Co.		
Helena	2 c	Snow	Amer. bge.	603	May 4	Arnhold, Karberg & Co.	Melbourne & Sydney	
Highlander	5 h	Hutchinson	Amer. sh.	1352	May 13	Captain		
Hongkong	3 h	Oom	Ger. 3m. so.	208	May 20	Arnhold, Karberg & Co.		
Hydra	4 c	Dest	Ger. bge.	785	Mar. 27	Siemens & Co.	Callao	
Iris	2 h	Ritter	Ger. bge.	506	May 18	Arnhold, Karberg & Co.		
Lalla Rookh	8 h	Hender	Brit. bge.	814	April 20	Meyer & Co.	London	Wanchai Pier
Leucadia	8 h	Meams	Brit. sh.	896	April 12	Meyer & Co.	London	Wanchai Pier
Leucadia	8 h	Schierloh	Amer. sch.	45	Aug. 13	Insurance Cos.		
Louisa	4 h	Schierloh	Ger. 3m. so.	245	May 9	Eduard Schellhass & Co.	Haiphong	
Lydia	4 c	Youngson	Brit. bge.	376	May 19	Order		
Madura	8 c	Stanton	Brit. sh.	970	May 11	Vogel, Hagedorn & Co.	San Francisco	
Morning Star	2 c	Michaelson	Siam. bge.	570	May 9	Tack Mee		
New Era	3 c	Sawyer	Brit. sh.	1060	April 25	Vogel, Hagedorn & Co.	New York	
Novelty	4 c	Colliver	Brit. bge.	375	May 17	Rozario & Co.	Melbourne & Sydney	
Nyasse	8 c	Garriock	Brit. sh.	799	April 7	Wm. Pustau & Co.	London	
Onward	4 c	Morton	Brit. sch.	210	May 11	Wieler & Co.		
Presto	4 h	Laidman	Brit. bge.	384	May 17	Master		
Rosetta McNeil	3 c	Brown	Amer. bge.	611	Mar. 25	Vogel, Hagedorn & Co.	San Francisco	
Rosina	8 c	Hansen	Amer. 3m. so.	406	Feb. 28	Arnhold, Karberg & Co.		
Stracathro	2 h	Millar	Brit. bge.	1159	May 18	Vogel, Hagedorn & Co.		
Tewksbury L. Sweat	8 c	Griffin	Amer. bge.	560	May 7	Meyer & Co.		
Thomas Lord	3 c	Hall	Amer. sh.	1316	April 12	Vogel, Hagedorn & Co.	New York	
Tullochgorum	...	Mason	Brit. 3m. so.	175	April 20	Wieler & Co.	Haiphong	Jardine's Slip
Villa de Rivadavia	4 c	Carmus	Span. bg.	261	April 28	Brandao & Co.		
W. H. Deitz	8 c	Endicott	Amer. bge.	487	April 19	Arnhold, Karberg & Co.	San Francisco	
WHAMPOA								
Christian	...	Stehr	Ger. 3m. so.	282	May 8	Eduard Schellhass & Co.	Cape St. James	
Emma	...	Gran	Ger. bge.	340	May 21	Wm. Pustau & Co.	Tientsin	
Vesta	...	Dirks	Ger. bge.	302	May 8	Melchers & Co.		
CANTON								
Bombay	...	Smith	Brit. str.	749	May 9	P. & O. S. N. Co.	Yokohama	Mails

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ashuelot	5 c	American	corvette	1037	6	700	May 18	Geo. H. Perkins
Charybdis	6 c	British	corvette	1506	...	...	April 5	T. E. Smith
Curlow	6 h	British	gun vessel	774	3	160	May 4	E. J. Church
Fly	6 h	British	gun vessel	464	4	120	May 15	John Bruce
Hart	6 h	British	gun vessel	465	...	...	May 6	H. N. Hood
Juno	6 c	British	corvette	900	...	...	May 15	A. H. Boldero
Ling Feng	6 h	Chinese	gunboat	354	2	80	May 20	J. Farrow
Magpie	6 h	British	gun vessel	774	...	...	May 2	Charles Vernon Anson
Marquez del Duero	K.D.	Spanish	gunboat	700	3	150	May 10	Barrajo
Moosene	6 k	British	military hospital	2591	...	...	.....	.....
Modeste	6 c	British	corvette	1405	14	350	April 13	Alex. Buller, C.B.
Nassau	7 h	British	surveying vessel	695	4	150	May 1	R. H. Napier
Patino	K.D.	Spanish	transport	1200	...	...	Feb. 23	Rapallo
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	2	.....	.....	Commodore Watson

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Fame	117	Stapani	H. & W'poo Dock Co.
Fai Wan	.....	.....	H. C. & M. S.-boat Co.
Iehang	700	Martin	Butterfield and Swire
Kin Shan	457	Cary	H. C. & M. S.-boat Co.
Kin Kiang	617	Benning, T.	H. C. & M. S.-boat Co.
Lintin	69	.....	Kwok Acheong
Powan	1890	.....	H. C. & M. S.-boat Co.
Saada	37	.....	P. & O. S. N. Co.
Sir J. Jeejeebhoy	101	Hawkins	Kwok Acheong
Spark	140	Hoyland	H. C. & M. S.-boat Co.
White Cloud	280	Benning, A.	H. C. & M. S.-boat Co.
Yotai	180	Browne	Kwok Acheong

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	431	7	.....	J. Godsil
Chen-jui	23	1	.....	E. F. Collins
Ching-po	150	...	.....	Wan Lum Wan
Ching-sing	.....	.....	.....	E. Choy
Chun-hai	230	6	.....	.....
Peng-chou-hai	600	5	400	.....
Quong-on	180	3	60	Li Ping Tye
Shen-chi	160	5	.....	H. Wade
Sui-tang	.....	.....	.....	Stewart
Tehing-tsing	150	6	60	Beard
Tien-po	150	6	.....	C. De Longueville
Wing-po	600	3	150	Lam Man Wo

FOOCHOW SHIPPING IN PORT.

May 12, 1877.

*Douglas	for Hongkong
Glancus	for Amoy
Glennam	for London
Han Kwang	for Shanghai
Lady Bowen	for Shanghai
Ping On	for Wanchow
Swatow	for Swatow
Wm. Manson	British barque
Woolahra	for Shanghai

SHIPPING IN SHANGHAI HARBOUR.

May 16, 1877.

Ajax	British
China	Chinese

MERCHANT STEAMERS.

Conquest	British
Deucalion	for London
Foochow	British
Fungshan	Chinese
Fusiyama	Chinese
*Fuyew	Chinese
Glenfinlas	British
Gwalior	British
Haining	Chinese
Honan	Chinese
Howsang	Chinese
Kiang-piau	Chinese
Kiang-teen	Chinese
Kiang-wae	Chinese
Kiang-yuen	Chinese

* Since left port, or arrived at Hongkong.

MERCHANT STEAMERS.

Malkong	French
Nanking	American
Paocong	American
Peking	British
Tahyew	Chinese
Ta-yu-fung	American

MERCHANT SAILING VESSELS.

Cape Horn	German barque
Cutty Sark	British ship
Cynosure	British barque
Katie Fleckinger	American barque
Kents Bank	British ship

MEN-OF-WAR.

Kestrel	H. M. gunboat
Monocacy	U. S. corvette
Palos	U. S. gunboat
Sobol	Russian gunboat

According to the report of the Eastern Extension Telegraph Company (Limited) the gross earnings for the second half of 1876 were £110,523, and the working expenses £57,287, including £23,683 for repairs. After adding the surplus from the first half of the year £65,948 18s. 8d. remains, out of which two quarterly dividends of 1 1/2 per cent. (making 5 per cent. for 1876) are paid, leaving £6,011 8s. 8d. to be carried to reserve. The interruption of the Madras-Penang cable for seven months entailed, it is stated, serious loss, but the Rangoon-Penang cable, laid successfully on the 8th, provides an alternative route.

The *Ringdove*, 3, double-screw gun-vessel, Com. Singleton, recently returned from the China station, was paid off at Portsmouth on the 5th inst.

Rear-Admiral Rowley Lambert has been directed by telegram to proceed with the detached squadron from St. Vincent, Cape de Verde, direct to Devonport, where a late captain of one of the ships of the squadron will be tried by court-martial.

Police Intelligence.

(Before James Russell, Esq.)
May 21, 1877.

PETTY THEFTS.

Woo Achi and Yuen Awong, coolies, were charged with stealing a pair of trousers from Low Asow. The 1st defendant was seen plowing the trousers in the Kung On pawnshop, and he said the 2nd had sold them to him. 14 days' hard labour each.

Chun Atsun, shopman, and Feong Acheung, a boatman, were charged with stealing a blanket from the house of Lo Ayow, the Sergeant Interpreter at Yow-mah-tee Station. The 1st defendant was sent to three months' hard labour. The 2nd was ordered to give security in £25 for three months.

ILLICIT SALE OF OPIUM.

Tam Akwai, was brought up on a warrant for selling prepared opium without a license. Fined £10, and \$5 was awarded to the apprehending Constable, Joseph Grimble.

WITHOUT LEAVE.

Edward Chebold, seaman, barque *Madura*, was arrested for having broken his leave. He was ordered to be sent on board.

DESERTION.

Wm. Henderson, seaman on board the American barque *Hiena*, was brought up for desertion from his ship. He was sent to the U. S. Consul.

POSSESSION OF POLICE ACCOUTREMENTS.

Chiu Afook, a farmer at Ma-low-wai, was charged with having in his possession two police tunics, stolen some time ago from the Hunghom Station. Inspector Cameron went to search the defendant's house for an old offender, but instead of the person he sought, he found the tunic. He stated that on the 13th April last, one police carbine, three blue tunics, one great coat, one cape, a telescope and other articles were stolen from the Hunghom Police Station. The defendant denied all knowledge of the tunic. Remanded till the 22nd.

LARCENY.

Li Akai, a married woman, was again brought up to answer the charge of stealing two watches, two gold chains, one ring and \$53 from one Thomas Delgado, a trader at Manila, who came here at *route* to Spain. He stayed temporarily here in a house in Jose's Lane. During the night of the 17th April, these things were stolen from him. From something he heard afterwards, he went to the defendant's house, where she gave up a watch, which she said was given her by a Malay named Salles at Namtow, in Chinese territory, she having accompanied him there and left him there to come back to Hongkong. This case first came before the Magistrate a month ago, and has since been remanded from time to time for reference to the Chinese Authorities through H. B. M. Consul at Canton, with the view of having Salles arrested. He was placed at the bar to-day, but he was not apprehended in Chinese territory but in Hongkong and in the complainant's own house, and it appeared that he had been harbouring him for the last five days. In remanding the case further till to-morrow, the Magistrate reprimanded the complainant for the trouble he had given to the authorities to look for Salles, while he was secretly keeping him in his house.

CHINA AFFAIRS AT HOME.

(From Our Own Correspondent.)

London, April 18th, 1877.

Probably the last place in the world in which any one acquainted with the ways of Celestials would expect to find the Chinese Envoys would be at a popular lecture at the Polytechnic in London. A few days ago, however, their Excellencies might be seen at that institution in full force, listening to an address delivered by Mr. King, upon the optical apparatus which is shortly to be sent out to the "Polytechnic" at Shanghai. Sir Walter Medhurst, who has taken great interest in the Shanghai establishment, was present, and noticed a large number of others connected with China. It would be rather difficult to say how much of the lecture their Excellencies understood. They looked however as pleased as they could, and would hardly have been Chinese if they had been unable to hide any appearance of being bored while they were in theory being "entertained" with what everybody assured them was so valuable a scientific lecture. I imagine, however, that it must have been a little difficult for them to make much out of the foreign-devil experiments displayed before them, though it must be confessed they were of an attractive and beautiful character. To the unscientific mind, they consisted mainly of some very striking phantasmagoria-displays and the effects produced were, if only looked upon as a matter of

more colour, extremely beautiful. They were explained to be caused in a variety of ways by the action of polarized light; and I should think the experiments, if not the lecture, will be popular among both the native and the foreign members of the Polytechnic in Shanghai. I could not but rather regret that Hongkong is left out in the cold in this matter; and it strikes me that it would be an excellent thing to set up a similar institution in your Colony. Certainly the Chinese would appreciate it; and you have a great advantage in being able to assist it by a Government vote of a small sum. A room or two could no doubt be found in the City Hall, and the charge of the Polytechnic or whatever the institution might be called could probably be undertaken by the Curator of the City Hall, who has some taste for scientific matters and would probably devote considerable attention to it.

Your readers in Shanghai will be glad to learn that their like popular Consul Mr. (now Sir Walter) Medhurst was in excellent health and spirits; and appeared to take as warm an interest as ever in matters connected with China. He was, it is needless to say, quite in his element chatting in the Mandarin dialect with the Chinese Ministers, who I noticed treated him with marked respect.

I can get no further information with reference to the probable fate of the Convention. I believe it is being carefully considered by the Government, and that they are not quite satisfied with some of the concessions which Sir Thomas Wade has made. It is evident at all events that there is a hitch somewhere, and I should think it quite possible that it may be three or four months before the matter is finally disposed of.

Old "China hands" are pulling long faces at the present state of the Silk and Tea markets. Red Peacocks have been sold at 1/8, and Common Comings at 3/4d. *Sic transit gloria Katharia!* Possibly some good may come out of so much evil, and for once the seasons may be opened with moderation in China.

China.

SHANGHAI.

(News.)

We hear that the Hankow Tea Market is expected to open about the 15th inst.

We hear that the *Kiang-yen*, which arrived yesterday (May 18th), brought down a chop of new teas from Kinkiang.

In addition to the steamers already reported, the *Hankow*, the *Glenartney's* rival last year, and the *Bramar Castle*, have gone to load teas at Hankow. As did the *Tartar*, they came from Hongkong, and proceeded up the Yangtze without calling here.

(Courier.)

We hear that Hsi Tao-tai has lost his button, and is reported to be in danger of losing his head. His credentials from the Tung-li Yamen were, we believe, all in order, but it seems that his method of carrying out instructions in regard to the projected loan was objectionable to the high authorities.

The Arsenal of Shanghai and Foochow are almost at a stand-still for want of funds, as the general poverty is now afflicting all departments of the Imperial and provincial Governments. So far all the efforts of the needy provinces to raise loans in money or in kind have failed, as no foreign banks or capitalists will make advances at any rate of interest on the imperfect and uncertain security offered. It is certain that all the provinces in China, including even this favoured Government, have empty treasuries to meet the increasing distresses of the spring.

ARRIVAL OF THE ENGLISH MAIL.

The P. & O. steamer *Kashgar*, Captain E. J. Baker, with the London mails of 18th April, arrived last night.

TELEGRAMS.

The following telegrams from the *Strait Times Extra* will be found to contain much fuller explanations of events which have already been briefly telegraphed to us through Reuter's agency:—

Alahabad, April 21.—Sir Lewis Pelly went to the Peshawur Conference provided with a treaty with Cabul ready for signature, the said treaty formally guaranteeing the Ameer British protection, conditional on the Ameer receiving a British Political Agency at Cabul, but the Ameer's Envoy obstinately rejected the condition, bringing up, among other grievances, against the British Government, the Seistan arbitration, friendliness towards Yakoub Khan, and sending presents to the Mir of Wakham without first asking the Ameer's permission. As the second Cabul Envoy had the same instructions as the first, he was sent back.

Kurrachee, April 25.—Mr. De Rienzi, Executive Engineer, Sukkur, has been tried and fined Rs. 60, for assaulting a Police constable, and for drawing his sword. Messrs. Michael Anderson and Jules Victor, contractors on the Indus Valley Railway, have been sentenced to three months' rigorous imprisonment under Section 282 of the Penal Code. There was a collision yesterday between the steamer *Zante* and the *Bugla Sahi*. The latter sunk immediately. The loss is estimated at Rs. 80,000. She was laden with cotton, grain, &c., and was bound for Bombay. Two deserters, presumed to be from the 56th and 83rd, respectively, have been murdered in Candahar Bazaar.

Alahabad, April 27.—It is now established beyond doubt that the Ameer Shere Ali was attempting, during the Peshawur Conference, to excite a Jihad in Cabul, his empty treasury probably suggesting this method of procuring soldiers. The object of the Jihad, whether against British India or not, is at present unknown. The Hussi Khel section of the Pass Afidals are again giving trouble.

Constantinople, April 28.—The occupation of Kalafat by the Turks is denied. The Turkish forces have nowhere crossed the Danube owing to the rainy weather. The Turkish fleet has commenced bombarding Poti. The Russian troops have occupied Abkhazia and Gurgho. The Turkish iron-clad fleet [? Ed. C. O.] is stationed off Galatz, and the navigation of the Danube is stopped.

London, April 28.—The *Daily Telegraph* states that Russia threatens reprisals if the Khedive helps the Turks, and that France is trying to dissuade the Khedive, in the interest of his creditors, from assisting the Porte. It is rumoured that preliminary negotiations have commenced for the neutralization of the Suez Canal.

Constantinople, April 28.—The Russian troops have occupied Ismail and Kolia. The Porte refuse to recognize the German protection of Russian subjects in Turkey during the absence of their own Embassy from Constantinople. The Powers have rejected the proposal for mediation made by the Ottoman Government. The King of Italy has declared his intention of remaining neutral.

Bucharest, April 29.—The Roumanian Chamber of Deputies has adopted a convention with Russia assuring the Russian troops free passage through Roumania and friendly treatment, the Emperor of Roumania engaging to respect the integrity of Roumania. The Roumanian Government states the convention is justified by the attitude of the Porte.

Malta, April 30.—The Mediterranean squadron has gone to Corfu.

Constantinople, April 30.—The Russians attacked Kars at daybreak on Sunday. The result is not yet known. The Turks have issued an order for closing the passage of the Dardanelles and the Bosphorus at night-time. The Khedive, complying with the request of the Porte, has promised to send an Egyptian contingent, under the command of Prince Hassan Pacha his third son, to assist Turkey, but he will not touch the revenue, which he has pledged to foreign bondholders. A large number of Egyptian troops are already on the Danube.

London, April 30.—A royal proclamation, stating that England will observe neutrality in the Russo-Russian war, has been gazetted.

Aden, April 30.—A movement is afoot in the Greek Army to desert, and join in war against Turkey. The Greek Minister of War has warned officers against this movement.

Alahabad, April 30.—Ameer Shere Ali has been convicted of failure in his endeavours towards raising a Jihad. He has met with absolute refusal from many of his Chiefs, some half-hearted consult others, but there is not the least likelihood of the movement succeeding. Throughout Kandahar, Herat, and Western Afghanistan, popular feeling is in our favour. The pacification of Kohat is so complete that the Chief of Seche, in Afghanistan, seeks similar protection. The Ameer is intensely unpopular owing to factions, family animosities, extortion, tax gatherers, rigorous conscriptions, and non-payment of his army. The idea of a British alliance is growing among the Afghans.

Major Bolden, 68th Light Infantry, was mauled by a tiger near Manselghur in Shahpore State, eighty miles from Nussersabad, on the 18th. He died on the 22nd, after the amputation of a leg. He was about firing from an elephant's pad, when the elephant swerved, throwing him into the tiger's jaws. Medical aid arrived after an interval of 24 hours.

Constantinople, May 1.—No important military operations on the Danube are expected before the end of May.

London, May 1.—Lord Derby stated England had sent answer to Prince Gortschakoff's circular despatch justifying proclamation of war, and after the same was delivered would be laid before the House.

Constantinople, May 1.—Hobart Pacha has run the blockade of Russian batteries at Galatz in a Turkish gunboat, and reports Russians are mauling troops, and laying torpedoes, among gunboats, and that it is apparent that the point to which their operations are directed is the Dobruja.

Paris, May 1.—French Chamber of Deputies re-assembled to-day. Duke Desvres said foreign relations of France were very friendly, and that the policy of Government was strict neutrality and reserve in Eastern complications.

Rangoon, May 1.—A railway from Rangoon to Prome, 163 miles, was opened to-day. The Chief Commissioners, officials, and several merchants made a successful trip. A public dinner to celebrate the event took place this evening.

Constantinople, May 2.—No further news from the seat of War at Kars.

St. Petersburg, May 2.—Official despatches state that the Russians are gradually advancing into Turkish Armenia, notwithstanding the bad roads; also that the Russians have occupied Bayazid, the garrison, numbering 1,700 men, retiring on their approach.

London, May 2.—Result of 2,000 Guinea Race:—Champion first; Crown Prince second; Silvio, third.

In to-day's Parliament, the Government opposed and the House of Commons negatived a motion to cease subsidies paid to Anglican and Presbyterian Churches in Ceylon 14 against 121 votes.

London, May 2.—Withdrawals from Bank for South America £50,000. Consols 93 1/2. Silver 54 1/2.

Berlin, May 3.—The semi-official *Provincial Correspondent* lays stress upon the pacific yet admonitory character of the speech lately made by Count von Moltke in the German Parliament towards France, and states that Prince Bismarck has expressed his concurrence with von Moltke's remarks. The Emperor of Germany is at Strasbourg, and will visit Metz.

Constantinople, May 3.—The Turkish authorities have ordered the evacuation of the district around Tulcha. The Russians have blockaded the Danube below the Pruth with torpedoes, and vessels upward-bound are now peremptorily ordered back.

Aden, May 3.—The *Surat*, with the English mails of 20th April, sailed for Bombay at eight this morning.

Constantinople, May 3.—The Ottoman Government has proclaimed the blockade of the Russian littoral on the Black Sea.

St. Petersburg, May 3.—Russian official despatches announce indecisive fighting near Kars.

Constantinople, May 3.—Several Turkish Ironclads were engaged with the Russian batteries at Ibrahiz this morning, and after bombarding the town for two hours, withdrew.

St. Petersburg, May 4.—The Russian Army in Roumania is detained by bad weather; meanwhile the Turks remain on the defensive.

London, May 4.—In the House of Commons last night Sir Stafford Northcote, replying to a question, said that England was not prepared to consent to the exclusion of war vessels from the Suez Canal, but that she would take the necessary steps to afford protection to the Canal.

Mr. Gladstone has notified his intention to move a series of resolutions on Monday, requiring the Government to continue exerting its influence on behalf of the oppressed Christians in Turkey, and to exact the needed changes in their condition, from the Ottoman Government. The leaders of the Liberal party disapproved of Mr. Gladstone's intention, and will move the previous question. The Conservatives are to submit

a formal motion upon the policy of Government.

London, May 4.—A numerously attended Liberal meeting has been held to support Mr. Gladstone.

Vienna, May 4.—In the Austrian Chamber of Deputies, the Minister of the Interior replying to a question as to what policy Austria intended adopting in the Russo-Russian War, said Austria would observe neutrality, reserving to herself liberty of action to protect Austrian interests.

Constantinople, May 4.—Official Turkish despatches state the Russians are advancing towards Kars and that Ahmed Mukhtar Pacha has left Kars to prevent the Russians cutting off all communication between Kars and Erzurum.

The Committee of Council delegates of Egyptian Parliament, responding to an appeal from the Khedive, have decided on an extra war tax of £480,000 sterling. The Khedive has informed the Sultan that the Egyptian contingent in Turkey will be increased to 12,000 men, and that the remainder of the contingent will stay behind to protect the Suez Canal.

Singapore.

(Singapore Daily Times.)

It is our pleasing duty to record an act of benevolence and charity on the part of the Rev. M. I. Pinto, Vicar of the Portuguese Roman Catholic mission. We are informed that, since the outbreak of the cholera, the Reverend gentleman has always kept on hand a supply of cholera mixture, prepared by himself, and which he gave freely to any one who had recourse to him. We are informed that, in almost all cases, his treatment was attended with success, and saved many poor people from premature graves.

It is gratifying to note that the town is now reported entirely free from cholera.

His Excellency the Administrator has been pleased to grant to the Hon'ble H. Plunket, Superintendent of Police, Penang, six weeks' vacation leave and six months' leave of absence from the 10th April, 1877.

We are informed that the Chinese in this Colony contemplate starting a newspaper which will discuss and advocate their views on all public matters. This is another symptom that the Chinese, who form such an important element in this community, are keenly alive to their own interests, and have not been unmoved by, or unwatchful of recent legislation. There can be no objection to the advent of an organ which will represent their views, and we have no doubt its expressions of opinion will meet with every consideration in official circles. We trust, however, that the promoters of this undertaking understand and appreciate fully the difference between the use and abuse of the freedom of the press.

COURT OF APPEAL.

DAMAGE TO CARGO.—THE PARANA (S.).

This was a case of damage to cargo, which came before the Registrar of the Court of Admiralty in April, 1876. The facts of the case were, that the *Parana*, a trading steamer of 1,372 tons register, left England with from 1,000 to 1,300 tons of iron as dead weight, and was filled up with light goods. She was on a voyage to Hong Kong, and having discharged her cargo, proceeded in ballast to Manila, where the master entered into a charter-party with Messrs. Eugster and Co. to load a cargo at Manila and to lo for London, passing through the Suez Canal. Under the charter-party some parcels of hemp and sugar were taken on board at Manila and to lo, but, not being supplied with a full cargo, she called at Singapore to fill up. After leaving lo she met with bad weather, and at Singapore underwent some repairs. On her homeward voyage she had to effect other repairs at Aden, Galle, Aden, Port Said, Malta, and Gibraltar, and ultimately arrived, after 127 days' voyage, in the port of London, and having discharged her cargo there, proceeded to Greenock, where her boilers were taken out. The plaintiff complained that his cargo of wet sugar, which was liable to drainage, had become deteriorated to the amount of 20s. per ton from the length of the voyage, which should only have been ninety days instead of 127. The Judge of the Admiralty Court, after reviewing the authorities, said that the depreciation in the market value of the goods was the natural consequence of the carrier's delay, and that the shipper was entitled to have included in his damages the difference between the market price at the time when the goods did arrive and the time when they ought to have arrived. From this decision the present appeal was made.

A lengthy judgment was pronounced by Justice Mellish, who, in conjunction with Justices Baggallay and James, heard the appeal. He said that the question the Court had to decide was whether, if there was undue delay in the carriage of goods on a long voyage by sea, it follows as a matter of course that, if there has been a fall in the price of those goods between the time when the goods ought to have arrived and the time when they actually arrived, damages may be recovered. In order that damages may be recovered, we must come to the conclusion—first, that it was reasonably certain that the goods would not be sold until they did arrive; or, secondly, that it was reasonably certain that they would be sold immediately after they arrived, and that that was known to the carrier at the time when the bills of lading were signed. It appears to me that nothing could be more uncertain than either of those two assumptions. Goods imported by sea may be, and are every day sold whilst they are at sea. If the man who is importing the goods finds the market high, and is afraid that the price may fall, he is not prevented, as an ordinary rule, from selling his goods because they are at sea. The sale of goods to arrive, the sale of goods on transfer of bill of lading, with cost bills and insurances is a common mercantile contract made every day. It may be that from not having samples of the goods, or from not knowing what the particular quality of his goods are, he may have a difficulty in selling them until they arrive, but the carrier would not necessarily know that the plaintiff himself is not the original consignee, but a man who had acquired the goods apparently by the consignment of the bill of lading whilst the goods were at sea. We were told that he was a person who had advanced money on the security of the bills of lading. That possibly may be the case; but whether he has done that or not, the purchaser would make no difference. It was said that the goods were sold; if the man who sells them does not suffer the damage that the purchaser would suffer the damage. But that is pure speculation. If a man purchases goods while they are at sea, no person can say for what purpose he pur-

chases them. He may purchase them because he thinks if he keeps them for six months they will sell for a better sum, or he may want to use them in his trade. It is pure speculation to enter into the question for what purpose he purchases them. In this particular case the plaintiff did not sell the goods as they arrived; he sold them some months afterwards, when a further fall took place in the market. Of course, he does not seek to recover from the defendant that additional loss, but it serves to illustrate how uncertain it is whether he would have sold them. If he did not sell them when they did arrive, but kept them because he thought the market would rise, how can we tell he would not have done exactly the same thing if the goods had arrived in time? Therefore, it seems to me, that to give these damages would be to give speculative damages—to give damages when we cannot be certain that the plaintiff would not have suffered just as much if the goods had arrived in time; and I think, according to the principles on which the Courts have acted in all these speculative and uncertain cases of damage of this kind, the rule is that damages ought not to be recovered. Therefore, upon the whole, we come to the conclusion that the report of the Registrar and Merchants is right. Besides quoting the Common Law authorities, they said it had never been the practice in the Court of Admiralty to give damages. Though it constantly happens, of course, that by collision goods were delayed in their arrival, it had never been the custom to include in damages the loss of market; and, therefore, upon the whole, we are of opinion that the conclusion which the Registrar and Merchants came to was right. The consequence, therefore, must be that the judgment of the Court below must be reversed. As to the costs, the Registrar and Merchants reported that each party ought to pay his own costs of the inquiry before them, and we think that ought to be retained, and the appellant should have his costs of the argument in the Court below.

THE EFFECT OF OIL IN CALMING THE SEA.

A very interesting account of the application of oil to mitigate the raging of the sea and to relieve a vessel in a storm, has been received by the Bombay mail, in relation to the *King Cedric*, a vessel of 1,400 tons, which left Liverpool in June last for Bombay. When off the Cape of Good Hope she encountered a heavy gale from the north-west, which continued for some time. Tremendous seas broke over the ship, bursting in the main hatch, washing away the hatch-boards and boats, smashing in the front of the cabin, and destroying the captain's and officers' stores and clothing. A young lad, one of the crew, was carried overboard, and it was impossible to rescue him. The gale lasted for nearly five days, and though the vessel stood it very well it was impossible to repair any of the damage, as the waves were continually sweeping her decks. At length the chief officer, Mr. Bowyer, suggested the trial of throwing oil upon the water. Two canvas clothes bags were obtained, and into each two gallons of fine oil were poured, the bags being punctured slightly, and hung over each quarter in tow of the vessel. The effect was magical; the waves no longer broke over the poop and sides of the ship, but several yards away, where the oil had spread itself over the surface, and around the poop, in the wake of the vessel, was a large circuit of calm water. The crew were thus able to repair the damage with greater ease, and the ship was relieved from the tremendous shocks she had previously received from the heavy seas. The two bags lasted two days, after which, the worst fury of the gale having expended itself, no more oil was used.

THE OPEN SEA.—Mother: "Well, and how did you like your bath, Jack?" Jack (who was never bathed out of his tub before): "The water was very nice, but there was too much room in it."

MEDDLE NOT WITH ANOTHER'S HICUPS.

A young gentleman had been told that a sudden shock or fright would cure the hiccup, and the other evening, while he was studying his lesson for the morrow by drawing a picture of the schoolmaster on his slate, his respected progenitor was seized with a fit of hiccup. The old gentleman was tilted back in his chair, with his feet resting on the top of the stove, and the young hopeful concluded to try the cure on him. Just as the old man was "travelling" with a heart-breaking "hic," the boy jumped and yelled "Fire!" The old man was just getting out "oh-oh," but he never got it out. He gave a jump which tilted over the chair, and in endeavouring to regain his lost equilibrium, his feet flew up against the table, upsetting it and a student-lamp which stood upon it, and his head landed in the ashes on the stove hearth. The old lady, hearing the racket, came running in from the kitchen, and tripped over the old man's prostrate form, knocking down a whatnot with a lot of glass and china ornaments. When that boy's father arose from the wreck, and shook the ashes and splinters of glass out of his hair and clothes, he was cured of the hiccup, but there was a look of sternness in his eye. The boy can't play tag now, and he sits on the edge of the seat at school, and lies on his front when in bed, and silently murmurs that the old man can hiccup his old head off before he will try to cure him again.—*The Aub.*

Quotations.

HONGKONG, May 21, 1877.

OPIUM.—New Patna, cash... \$805
Old Patna, cash... 875
New Benares, cash... 555
Old Benares, cash... 560
New Malwa, cash... 507 1/2
credit... 572 1/2
Allowance Tels. 12 a 24
Old Malwa, cash... 605
credit... 600
Allowance Tels. 40 a 60
CAMPOR... 18 50 a 18 60
QUICKSILVER... 58 9 a 59 50
SALTPETRE... 6 50 a 7 25

Exchange.

Bank on demand... 3 11 3/4
30 days' sight... 3 11 3/4
6 months' sight... 4 0 1/4
Credit... 4 0 1/4
Documentary, 6 months' sight... 4 0 1/4
Bombay... 227
Calcutta... 227
Shanghai, demand... 794
30 days... 744
Bar Silver, 17, dwt. 2... 31 prem.
Mexicans... 3
Gold Leaf... 25.50
English Sovereigns... 4.98
Australian Sovereigns... 4.98
Discount... 7 a 9

Shares.

Hongkong Bank, 21 1/2 prem.
Union Ins. Society of Canton, \$750
China Traders' Ins. Co., \$2,450
Chinese Insurance Co., \$220
Yangtze Ins. Association, Tin 700
H.K. Fire Ins. Co., \$540
China Fire Ins. Co., \$143
H.K. & W. Dock Co., 35 1/2 dis.
H.K. & M. S. Boat Co., 9 1/2 dis.
Shanghai Steam Navigation, Tin 30
Hongkong Gas Co., \$75
Hongkong Hotel Co., \$55
Chinese Imperial Loan, \$108

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, May 21, 1877.
BAROMETER—9 A.M. ... 29.976
Do. 1 P.M. ... 29.938
Do. 4 P.M. ... 29.910
THERMOMETER—9 A.M. ... 77
Do. 1 P.M. ... 75 1/2
Do. 4 P.M. ... 75 1/2
Do. (Wet bulb) 9 A.M. 75
Do. Do. 1 P.M. 74
Do. Do. 4 P.M. 74
Do. Maximum ... 77
Do. Minimum over night 75

Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest London Papers:—

DEPARTURES.

Nov. 28, Western Chief, from London to Hongkong.
Dec. 4, Benclutha, from Cardiff to Hongkong.
Dec. 17, A. E. Vidal, from Hamburg to Hongkong.
Dec. 22, Sopile, from New York to Hongkong.
Dec. 23, Ing, from Greenock to Swatow.
Dec. 23, John Nicholson, from New York to Shanghai.
Dec. 27, Undine, from London to Shanghai.
Jan. 4, C. R. Bishop, from London to Hongkong.
Jan. 11, Windhover, from London to Shanghai.

Jan. 12, Woodhall, from Hamburg to Hongkong.

Jan. 12, Hope, from London to Hongkong.

Jan. 16, Gryse, from Cardiff to Hongkong.

Jan. 18, Batavia, from Hamburg to Hongkong.

Jan. 31, Forward Ho, from London to Shanghai.

Feb. 1, Robert Henderson, from Buryport to Hongkong.

Feb. 2, Polynesia, from Cardiff to Hongkong.

Feb. 5, Carrizal, from Cardiff to Hongkong.

Feb. 8, Daphne, from London to Hongkong.

Feb. 12, Leading Wind, from Antwerp to Hongkong.

Feb. 17, Therese Behn, from Cardiff to Hongkong.

Feb. 18, Matchless, from Cardiff to Hongkong.

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.

(LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Profits contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,

General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1803.

CAPITAL \$2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

ROLLDAY, WISE & Co.,

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

ROLLDAY, WISE & Co.,

Hongkong, January 8, 1873.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

ROLLDAY, WISE & Co.,

Hongkong, October 14, 1868.

MAILS.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ,

ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO,

PONDICHERRY, MADRAS, CALCUTTA AND BOMBAY.

ON SATURDAY, the 26th May, 1877, at Noon, the Company's

S. S. *MEKONG*, Commandant FOAHER,

with MALES, PASSENGERS, SPECIE,

and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for

London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon,

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th May, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY,

Agent.

Hongkong, May 12, 1877.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. "*OCEANIC*" will be dispatched for San Francisco via Yokohama, on MONDAY, the 28th May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 27th Inst. Parcel Packages will be received at the Office until 5 p.m. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, May 15, 1877.

To Let.

TO LET.

THE Dwelling House and Offices No. 1, D'Aguilar Street, lately in the occupation of Messrs DOUGLAS LAFRAIK & Co.

The Dwelling House No. 1, Alexandra Terrace. Possession from the 1st June next.

Apply to DOUGLAS LAFRAIK & Co.

Hongkong, May 16, 1877.

TO LET.

N. O. 3, PROHIBIT TERRACE, ELGIN STREET, with Immediate Possession.

Apply to LANE, CRAWFORD & Co.

Hongkong, February 7, 1877.

TO LET.

HOUSE No. 10, Albany Road, at present occupied by the Rev. R. H. KIDD.

Business Villa, Pok-foo-lum, Furnished.

DAVID SASSOON, SONS & Co.

Hongkong, February 15, 1877.

TO BE LET.

THE Premises No. 39, Queen's Road, late in the occupation of THE BORNEO COMPANY, LIMITED.

Apply to TURNER & Co.

Hongkong, May 10, 1877.

TO LET.

FIRST FLOOR of No. 81, QUEEN'S ROAD CENTRAL, Three Rooms. Over

ARCHING & Co.'s Furniture Store. Immediate Possession.

Hongkong, May 8, 1877.

Intimations.

NOW READY.

PIENG-SHUI; or, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. EITEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION, in three Lectures. By Dr. E. J. EITEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.

Hongkong, July 31, 1876.

Intimations.

K WONG HING CHEUNG & Co.,

Coal, Mahabany.

Have always on hand for Sale every description of COAL at Moderate Prices.

Mr. Anyon has been appointed Manager, and all Orders addressed to him at 87, Praya, or to Mr. Far Jack, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the *Chinese Mail* in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

OHUN AYIN,

Manager.

Hongkong, February 23, 1874.

W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,

Near the Canton Steamer's Wharf.

Hongkong, July 18, 1873.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Canton.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Loen Hing Street, Chai Hing Low Hotel, Loen Hing Street, Kwong Tin Fat Shop, Yan Tai Street, Mr. Sit Chuen Fan, Tung Wen Kwan, Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heung Shop, Sin Cheong, Honam.

Szeatow.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Chin Cheong Hong, Mook Kik Street.

Fuchow.—Mr. Yü Ching Cheong, Foo chow Arsenal; Mr. Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yue Chuen, Maritime Customs; Mr. Chun Sing Hol, Messrs Jardine, Matheson & Co.; Mr. Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr. Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr. Leung Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express carriers who carry the official despatches and *Peking Gazette*, to circulate the *Chinese Mail* in the interior of China.

Hongkong, March 10, 1874.

NEWS FOR HOME.

The *Oxford China Mail*.

(The oldest Overseas Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the *Daily China Mail*, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$13.50.)

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in *Daily China Mail*.

Intimations.

AFONG,

PHOTOGRAPHER,

by appointment, to

H. E. SIR ARTHUR KENNEDY,

GOVERNOR OF HONGKONG;

and to

H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ARTHUR CLUB,

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c. assorted sizes. Ex. S. S. *Radium* supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.

Hongkong, March 28, 1877.

Now Ready.

"THE CHINA REVIEW,"

No. 5, Vol. V.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

Chinese Natural Theology.

Notes on Chinese Grammar.

Deer-Stalking in China (Concluded from page 224.)

Chinese Etymology, with a List of Primitive and Key to Shwo-Wan.

Brief Sketches from the Life of K'ung-ming. On the Twenty-eight Constellations.

Short Notices of New Books and Literary Collections.

Notes and Queries.

The "K'ung Kiao" or Nestorian Religion.

The Shan of the King of Ch'u.

Tonic Solfa Notation in China.

Rats a Delicacy.

Domestic Torture.

Do.

Zhuo's Fables in Sanskrit and Chinese.

Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, May 12, 1877.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.

CHINA MAIL OFFICE.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the *Chinese Mail* will be issued DAILY instead of TWICE weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.The charges for advertisements are now assimilated to those of the *China Mail*. The unusual success which has attended the *Chinese Mail* makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

MR. OHUN AYIN,

Manager.

China Mail Office,

17th February, 1874.

A NEW STOCK OF NEXT JOBBING TYPES

HAVING BEEN RECEIVED

FROM ENGLAND,

THIS OFFICE IS PREPARED TO EXECUTE

BOOK & JOB PRINTING

OF EVERY DESCRIPTION

AT REASONABLE RATES.

FANCY BALL PROGRAMMES

ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS,

assorted colours.

MENU CARDS,

In Gold & Coloured Borders & Patterns.

BOOKS BOUND IN APPROVED PATTERNS.

For Sale.

AGREEMENTS FOR FOREIGN-GOING SHIPS.

LADY'S AND GENTLEMAN'S WASHING BOOKS.

CONTRACT PASSAGE TICKETS,

EXPORT CARGO REPORTS,

POWERS OF ATTORNEY,

CHARTER PARTIES,

SHIPPING ORDERS,

BILLS OF LADING,

PASSENGER LISTS,

BILLS OF SALE,

LOG BOOKS,

WILLS,

&c., &c., &c.

China Mail Office, 2, Wyndham Street, (Back of Club).

HONGKONG MARKET PRICES.

Corrected to Saturday, May 19, 1877.

At 1110 Cash per Dollar Mexican.

Fairly Highest Lowest Cash. Cash.

Butcher Meat.

Bacon, English, lb. 450 400

" Am. Sugar cured, 300 260

" Foochow, 160 140

Beef, sirloin and prime cut, oy. 160 150

Beef Corned, catty 150 140

" Roast, 150 140

" Soup, 100 90

" Steak, 160 150

Bullocks' Brains, per set 60 50

" Tongue, fresh, each 275 250

" " corned, 320 300

" Head, 600 500

" Heart, 160 140

" Hump, Salt, 110 100

" Feet, 60 40

" Kidneys, 60 50

" Tail, 100 80

" Liver, catty 80 60

" Tripe (undressed), c